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these famous French cars.

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Positive Air-Cooled.

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Have it demonstrated to you-we are always ready to let the machine talk for itself. Price, \$750.00 f. o. b. factory.

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Harrolds Motor CarCo.

58th and Broadway, New York City



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OUR 1905 MODELS-

that we had temporarily exhausted our supply. We take pleasure in announcing that we are again

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We Can Guarantee a Few Deliveries of 1905 Models

That Car with the Steel Pan. That Car with the Dependable Engine.

That Car with two Independent Ignition Systems.
That Car with the Variable Lift Inlet Valve. That Car which is Fully Guaranteed.

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52 4-5 seconds, made by Chevrolet at Morris Park.

2 == World's Long Distance Road Record (260 miles). By Lancia at Brescia. Average speed 721-5 miles per hour.

3 = Motor Boat Race Across the Mediterranean (200 miles)

"FIAT X," in 12 hours, beat nearest competitor 4 hrs. 50 secs.

3 and 5 WEST 45TH ST. Licensed Importers Under Settlem Patent

GREAT HANDICAP AUTO RACE.

SPECTATORS AT AUTODROME EN-THUSE OVER CONTEST.

Louis Chevrolet Wins First National Circuit Event to Decide American Motor Car ok Championship-He Also Makes New World's Mile Record of 52 1-5.

Louis Chevrolet wen the first centest for the title of American motor car track cham-pion for 1905 and also made a new world's record for one mile at the Morris Perk Autofecord for one mass at the second for one yesterday, but the rece that really aroused the anthusiasm of the spectators was the Morris Park Handicap, which Chevrolet did not win. Net only was the final of rolet did not win. Net enly was the final of the handloap a great contest, but the trial heats preduced finishes that overshadowed those that had gone before. Between five and six thousand people witnessed the races, and many of them made the trip to the famous Westchester course in automobiles, of which more than a hundred were parked on the lawn in front of the degree stand.

The day was an ideal one for automebile speeding, and if the spectators found the air a trifle too warm the racers did not mind it, as most of them went fast enough to make up for whatever heat there was in the atmosphere. The track was in good condition except at the beginning of the first turn, where it was had at the opening meet. An attempt had been made to fix the bad spot, but rain had cut up the surface so that there was still a bad bump coming for any car that rounded the turn at high speed. The first turn had been sprinkled part way around, but the dust flew from the rest of the track in a blinding curtain. There was scarcely any wind, and when Chevrolet came out for his assault on the world's track record for one mile of 52 4-5 seconds, made at the Autofor whatever heat there was in the atmosone mile of 52 4-5 seconds, made at the Auto-drome on the opening day, May 20 last, it was freely predicted that he would out his own figures, made with the same car.

He rode around once to get up speed and then began his trial. As he came down the home stretch, keeping near the outside fence. fast, but the timers' stop watches caught his time as 521-5 seconds. This seemed to attary the crowd, who cheered Chevrolet lustily when he circled around in front of the judges' stand to be photographed, but a friend of Major Miller, owner of the 90 horse-power Fiat which Chevrolet dreve, said after the races that he was condient that the Fiat ould have placed the record below 50 seconds later in the afterneon. All the events except the championship were started from in

ront of the grand stand. The great race of the day was expected to be the first contest of the American Auto-mobile Association's national circuit to decide the 1905 track championship of America. the distance being five miles. Four entries had been made, Major C. J. S. Miller being represented by his 90 horse-power Fiat, with Chevrolet as driver, and his 30 horse-power Renault, with the owner driving: Guy Vaughan with his 40 horse-power Decauville and Dan Wurgis with his 32 horse-power Reo.

The start was made on the backstretch and the course was covered three and a half times to complete the five miles. Just as the cars were about to be sent away by Starter Wagner, the gasoline pipe of Major Miller's Renault became disconnected from the carbureter, and as the owner said: "I did not have a wrench handy and my man was not there, so there I was and there I had to stay until he came." Chevrolet jumped

not there, so there I was and there I had to stay until he came." Chevrolet jumped into the lead at the start and was 100 yards shead of his two rivals when he passed the grand stand the first time, Vaughan leading Wurgis by ten yards when they came around. Chevrolet kept on at a great pace and won from Wurgis by seven-eighths of a mile. Wurgis and Vaughan had a great fight until the beginning of the last lap. Then Wurgis suddenly shot ahead of Vaughan as they went under the wire on their last time around. Vaughan coasted around to the backstretch and stopped, and it developed later that the gasoline pipe on his car had broken.

The first event to be run was a dealers' selling handicap, the cars being handicapped according to price, with \$3,500 machines on seratch. This brought out seven cars and Alfred Comacho, with a 12 horse-power Franklin, won on 100 yards from Hiram Raymond, in a 14-16 horse-power Knox. After Chevrolet's record breaking feat the New York cup event for middleweight cars was run. The start was a flying one and on the first attempt F. F. Cameron spoiled the start. The next time the competitors were lined up. Cameron got away with Vaughan's Decauville and Wurgis's Reo, but Major Miller could not get the gears of his little Renault to working and he was left at the post. Cameron jumped into the lead at the wire but Wurgis took the lead from him on the backstretch. Vaughan trailed the pair until they began to round into the homestretch on the first lap, when he went to the front. Vaughan was 100 yards in the lead at the end of the first lap, with Cameron third, 150 yards behind Wurgis. The Reo slackened speed on the backstretch in the second lap, but still managed to finish third though Vaughan won by three-quarters of a mile. The special match race of three laps between a 32-58 horse-power-floval, driven by William Mclivrid, and a 40r horse-power. Thomas, driven by Mortimes Roberts, was the next contest. Robert had five yards the better of the start and he led by fifty vards at the and of the f

agents for this truck, say that it is catching on in a fin each of the two other laps and won by 169 yards.

The handicapping for the three lap Morris Park Handicap was done by an impromptu handicapping board, consisting of S. A. Allies, A. G. Batchelder and J. C. Wetmore, three men who handicapped bloycle races for many years and their initial attempt produced some of the very best and closest this has yet seen in automobile track speeding. There were eight starters in the first heat, with the record breaking Fiat on scratch and Oliver Light's 9 horse-power Cadillac at the limit of 90 seconds. Wurgis received 40 seconds and he was three-quarters of a mile away when Chevrolet started Wurgis and Chevrolet, gained rapidly and Wurgis, came so fast through the stretch with the second lap that he narrowly missed a collision in front of the grandstand. Wurgis came so fast through the stretch while they old the second heat, with Dunnell's 10 horse-power Ford at the limit of 90 seconds, while they old the second lap Widgway was still 100 yards and Vauchan's Decauville virtual scratch car with 55 seconds. C. G. Widgway, driving the 24 horse-power Peerless, with which the established his 1,000 mile record a Brighton Beach recently, received 70 seconds, and he leed the first time amound. At the end of the second lap Widgway was still 100 yards in the lead, while Vauchan had moved up into second place. Vaughan overhauled Wridgway by ten yards, with Roberts in the left wire an entire that he accessful experience of R. E. Olds in motor building is meeting car, proved by actual experience of the heaviest of the second lap Wridgway was still 100 yards in the lead, while Vauchan had moved up into second place. Vaughan overhauled Wridgway by ten yards, with Roberts in the lead wridgway by ten yards, with Roberts in the lead wridgway by ten yards, with Roberts in the last half the province of the last half the lead wridgway by ten yards, with Roberts in the last half the las

Thomas, 100 yards back of the 1,000 mile record man.

As the conditions were that the three first men in the fastest heat were to start in the final with the first two in the slower heat, this left but five cars for the final. The handloap allotments were changed only in Vaughan's case, he having but 30 seconds allowance in the final, to 35 seconds in his trial heat. Wridgway was the first to receive the word, and he was coming into the home stretch when Chevrolet, scratch man, started. Vaughan had about the length of the airetch the better of Chevrolat at the end of the first lap. In the second lap a battery commercian broke on the Ree, and Wurgis had to stop on the back stretch. Both Vaughan and Chevrolet passed McIlvrid on the first turn of the last lap, while Wridgway was way out in the lead. Wridgway won by 100 yards, but the struggle between Vaughan and Chevrolet for second was a notable one. The little middleweight Decauville had a big lead as Vaughan steered it into the straight for the last time, but Chevrolet was pushing the big heavyweight Flat for all it would stand. He came down the stretch was yards ahead as they struck the turn.

Dealer's Selling Handloap, Two Laps—Cars to be regularly listed models with full equipment, to be handleapped according to selling price, with \$3.50 cars on scratch—Wen by Aifred Comacho, 12 h. p. Franklin, 33 seconds, third: Teddy Goodman, 24-30 h. p. National, 9 seconds. fourth. Time, 4 minutes 24 seconds. Won by 100 yards, with 220 yards separating second and third.

Trial for world's flying start track record by Coule Chevrolet in Major C. J. S. Miller's 50 h. p. Flat—Time, 521-5 seconds. Former record \$24-5 seconds.

New York Cup, Middleweight Class, Three Lapewon by Guy Vaughan, 40 h. p. Decauville; Dan Won by Guy Vaughan, 40 h. p. Decauville; Dan Won by Guy Vaughan, 40 h. p. Decauville; Dan

won by three quarters of a mile.

Special Match Race—Three laps—C. A. Duerr's 22–38 h. p. Royal, William Mellyrid, vs. Harry S. Houpt's 40 h. p. Thomas, Mortimer Roberts—Won by Roberts. Time, 4 minutes 44 seconds.

National Motor Car Championship of America—Five miles—Won by Major C. J. S. Miller's 30 h. p. Plat, Louis Chevrolet, driver, time 4 minutes 48 4-3 seconds: Dan Wurgis's 22 h. p. Rec, second, time 5 minutes 39 seconds. Wen by seven-eighths of a mile.

minutes 50 seconds. Wen by seven-eighths of a mile.

Morris Park Handlesp: All Classes—First heat—
Won by Dan Wurgts, 22 h. p. Reo. 40 seconds; William McIlvrid. 25–25 h. p. Royal. 60 seconds; william McIlvrid. 25–25 h. p. Royal. 60 seconds; second: Major C. J. S. Miller's 50 h. p. Fiat, Louis Chevrolet, driver, scratch, third. Time, 5 minutes 26 1–5 seconds. Wen by 20 yards; same distance between second and third. Second Heat—Wen by Giy Vaughan, 40 h. p. Decawille, 25 seconds, Second: Worldsway, 24 h. p. Peerlesp, 70 seconds, Second: Mortimer Roberts, 40 h. p. Thomas, 50 seconds, third. Time, 5 minutes 25 4–5 seconds. Won by 10 yards; third man 100 yards behind.

Final Heat—Won by Wridgway, 70 seconds, time 4 minutes 25,9-5 seconds; Chevrolet, scratch, third, time 5 minutes 9 seconds. Won by 160 yards; a length separating second and third.

NOTES OF THE TRADE.

wyo, and Green River, wyo. There was some sand encountered, but not enough to necessitate the use of the sand tires, with which he and Wyle are provided. They are now on the borders of the State of Oregon and expect to reach their goal on schedule time. June 21, in time for the national good roads convention. The drivers are suffering intensely from sunburn, as the air is dry and the

Notwithstanding the great size of the Rambler factory, the popularity of this year's product has encouraged further extensions to the buildings now in use. One of these, to be used for testing will be 257 feet deep and 180 feet wide, while another will be 257 feet deep and 100 feet wide, and will be used as a further addition to the machine and blacksmith shops. In addition to the factory buildings proper, a new office building of brick, 160 feet long by 30 feet wide, is being crected. Part of this will be devoted to an employees' clubroom, and supplied with papers, periodicals and appro-

duel between the foreign and American car.

Major Miller has trouble in finding a competitor for his record breaking Flast. He has been trying for the past ten days to arrange a match race with Wehl Jay in his White steamer. Barney Oldneld in the Dragon. Boden in the 90 Mercedes and the Grout steamer, but without success. There is one consolation for the Major, and that is the fact that he has entered the Flat, with Chevrolet to drive, at the Hartford races, to be held June 18 and 17. Here he will come in competition with Barney Oldneld, who has entered the Dragon, and a hot race is looked forward to. Major Miller believes that his car, with Chevrolet driving, is invincible, and is handing out challenges right and left to meet all comers for truck or road work.

seconds.

New York Cup. Middleweight Class. Three Laps—
New York Cup. Middleweight Class. Three Laps—
Won by Guy Vaughan. 40 h. p. Decauville: Dan
Wurgis. 33 h. p. Reb. second: F. F. Cameron. 15 h. p.
Cameron, third. Time. 4 minutes 24 1-5 seconds
Won by three quarters of a mile.

What's Going On in Automobile Circles timental race to Portland, Ore., for a \$1,000 prize They have already been on the road over a month having started from New York on May 8 in a 7 horse-power Oldsmobile runabout. The other competitors, Megargel and Stanchfield, in another 7 horse-power Oldsmobile, are away behind, but for all that are not reckoned out of the race, for an accident may hold up the leaders, just as it did Megargel when his car, Old Steady, went through the bridge near Grand Island in Nebraska. Huss reports the best roads they met between Creston, Wyo., and Green River, Wyo. There was some sand

wind shrinks the skin awfully.

Some time ago Charles A. Duerr issued a \$500 challenge to any American made regular stock car to compete with his regularly equipped stock Royal in a hill climbing contest and a race right afterward. The hill to be climbed was Fort Lee and the race to take place at the Morris Park track: The challenge at the time created a furore in the The challenge at the time created a furore in the trade, but no one stepped forward to take him up. This being the case, Duerr has withdrawn the line which he drew between the American and foreign machines, and has accepted the offer which Hollander & Tangemann made to compete with their regular 24 horse-power Flat, which lists at \$5,000. The competition will take place inside of a couple of machine the local degree of with the competition will take place inside of a couple of

Major C. J. S. Miller is more than enthusiastic about the Royal, which he took delivery of some little time back. He has ordered a racing body for it and is going to see how much speed he can get

The first commercial truck to make the trip from Springfield to Boston was the Knoz Atlas gasoline commercial truck. It made this trip recently, a distance of 100 miles, in eleven hours, arriving in Boston in first class shape. It was a pretty severe test, as the roads were rough and filly, one particular hill that it had to climb being a 1st o 15 per cent, grade. The load carried was one of 4,000 pounds, and it carried is with the greatest case. The New York Motor Car Company on West Thirty-eighth street, who are the selling agents for this truck, say that it is catching on in good shape.

get the best car for the price you decide to payand you want the car delivered as soon as you buy it, come to our salesrooms, try the Waltham-Orient, select your car, and take it with you.

Largest Salesrooms in New York City.

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ONE NEW 24-30 H. P. CHASSIS which was imported for a gentleman, who, before its arrival here, decided upon a European trip. He is therefore willing to sell this Chassis somewhat below

the regular purchase price. It is well adapted for use with a Detachable Landaulet or Limbusine Body.

EARLY DELIVERIES ON ALL MODELS.

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-20 H. P. Moyes, completely overhauled \$1,2500 H. P. Mors, top extra. 4 H. P. Panhard, perfect condition..... \$5,000 905 Welch, Seats 7, side entrance tonneau. \$8,000

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Buffalo factory will be in New York this week. Mr. Houpt, who made a trip to Buffalo last Tuesday to inspect the progress made on it, expresses himself as entirely pleased. This is the machine which he has entered for the Vanderbilt cup race preliminaries, and if she develops the speed expected of her Houpt says his chances in the final are equal to those of anybody. The machine is of 80 horse-power and is stripped of both numer and transmission, it has a 48 inch wheel base and weighs complete in the neighborhood of 2,000 pounds. M. Roberts, who drove the 40 horse-power Thomas at Morris Park yesterday, will be the pilot of this racer in the Vanderbilt and in all the track events in which Mr. Houpt intends to start it.

I. W. England reports that Mr. Kahn of Kuhn Loeb & Co., the well known bankers, has just purchased a 50-46 horse-power Peugeot car, which will be delivered this week. Mr. England has just engaged the entire building at the corner of Forty-ninth street and Broadway and will open his new showrooms on Monday, showing a number of 1905 models of this well known French machine. He has only located in this building temporarily, as he expects to have very much larger quarters for next season.

During the last few days Hollander & Tange-man, agents for the Italian Flat machines, made deliveries in Paris to the following well known automobilists: Mortimer L. Schiff, Lieut. C. I. Stralem, the Hon. Timothy L. Woodruff, George D. Pratt and Hendrik Hudson.

This has been an unusually successful season for electric vehicles of all descriptions. Their ever readiness, noiscleasness, cleanliness and ease of operation account in great measure for this, one most remarkable thing and unheard of before in the electric business, says C. B. Rice, the Baker electric agent, who holds forth at 1700 Broadway, the agents in Clevelsad, where the Baker is manufactured, are offering a bonus to other agents the delivery of their Stanhope orders to the life Close on a hundred electric vehicles have been sold

It's an ill wind that blows nobody good! A gentieman well known in the automobile racing game, having too many cars, decided to get rid of one last week, and Chester Cark Boynton of the New York Motor Club was the lucky one to get hold of it at a bargain. The car in question is a six cylinder affair of 60 nors-power and guaranteed to do seventy miles an hour, though this is not its full capacity. It is not yet known if Boynton is going to enter the racing game. It's more likely that he took it as a speculation.

Four carloads of Pope-Hartford cars were received last Monday and they are nearly gone already. They were of the Model B type, selling at \$750. They have a single cylinder, 10 hours-power motor and are very fast on hills. The price includes tonneau, so the machines are among the bargains of the scason. One other type that has been selling well at the Pope garage is the front entence Pope-Toledo, a number of which are ready for immediate delivers. Robert E. Fuiton says it will be some time before deliveries can be made on the side entrance Pope-Toledo, for the company is away behind in orders.

The big garage which the Automobile Depot has opened on West Fortleth street is about as fine a place for the storing of machines as can be found in New York. The building is a large five story one and has a floor space of 30,000 square feet. This is room enough to store 250 big cars without crowding. A repair shop for the repairing of both foreign and American cars is one of the attractions and is located on the top floor. The inishing touches have not been put on, yet without any interruption to the business the workmen are being burried along. One thing and something of an innovation in the storage business that is bound to make this place a success—Bird & Archer guar-

GOOD AUTOMOBILES CHEAP.

High grade second hand Automobiles pronounced perfect by experts. Only kind we handle. More Automobiles on our premises, all bargains, than any other establishment. Our reputation for quiet sales brings us the genuine bargains. Five percent, commission is all we charge for turning your Automobile into cash.

Among the latest arrivals are included the following:—

Autonobile into c ash.

Among the latest arrivals are included the following:—
Among the latest arrivals are included the following:—
\$1,900 HAYNES-APPERSON (Touring) 24 horse.
\$1,100 (has top, glass front, Baskets, Lamps, &c.)
1904 WHITE (Touring), bop, glass front, \$1,100
\$2,500 SEARCHMONT Touring Car, sixteen horse.
Three AUTOCAR Tonneaus, two cylinders. \$375-8450
(They cost \$1,750 cach; all in fine condition,
Nearly new QUEEN, with top, \$650
1902 WINTON Touring Car, \$450
1903 WINTON Touring Car, \$450
1904 Car, State of the control of th FRANKLIN Touring Car, four cylinder, \$550 FRANKLIN Touring Car, four cylinder, \$450 WAVERLEY Electric, with top, new Batteries, \$450 And fifty others; all at bargain prices, FREE INSTRUCTIONS given to all purchasers. WILLIS'S AUTOMOBILE EXCHANGE, 17 Park Place, through to 14 Murray.

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AUTOMOBILE CUT PATE SALE! NO REASONABLE OFFERS REFUSED; All our good Automobiles will be sacrified; op-ortunities galore; compare prices and quality ith other houses. with other houses:

Mercedes Cars:—\$6,900 Model, \$1,500; \$8,500 Model, \$2,000; \$10,000 Model (side entrance); \$2,759; \$16,000 forty horse model; \$5,500; Panhards, \$450; \$16,000 forty horse model; \$5,500; Panhards, \$450; \$1,800; Ford, \$400; Decauvilles, \$700 to \$2,200; Packard, \$275; Cadillacs, side entrance and others, \$550-\$650; Oldsmobile, \$250; White Steamer, \$905; Packard, \$250; White Steamer, \$905; Packard, \$175 to \$300; Dedion Motorettes, \$150 upward; To-todo, \$165; Ten king Belgium Automobiles (cost \$2,500 each, \$500 \$700.

Bustiness wagons, \$75 up. Many other Bargains, Demonstrations and instructions; Tires and supplies sacrificed.

upplies sacrificed.

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Pixine Chemical Co..

Dear Sir: Have used your Pixine Spavin Cure and found it very satisfactory. Enclosed find \$5 for another bottle and \$1 for Veterinary Pixine. Please send at once and oblige.

JOHN GALLE.

Pizine Chemical Co.:
Have used your Liniment, which I think is fine.
Yours respectfully. CLARENCE LE MAR. Wasertown, N. Y., Jan. 31, 1905.
We have sold Vet. Pixine for several years. We find it one of the best remedies we ever sold. In fact we now carry no other gall cure.
H. S. WARDWELL & CO.

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Pixine Chemical Co.:

I have used your Pixine Spavin Cure on windpuffs, etc., and think it is a grand remedy. Respectfully.

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